The Red Arrows Experience

July 2016

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The ultimate guide to the Red Arrows in Dorset's most popular resort...

THE RED ARROWS IN LYME REGIS

MEET THE PILOTS

RED ARROWS PICTURE SPECIAL

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Welcome to The Red Arrows Experience

THE world-famous Red Arrows aerobatic team has a long association with Lyme Regis, going back more than 40 years.

They first screamed in over Lyme Bay with their breathtaking aerial manoeuvres in the early 1970s and have entertained tens of thousands of visitors to the town, making Red Arrows Day the resort's busiest of the summer season, attracting huge crowds.

This special edition of the *Lyme Regis Experience* records all you need to know about the RAF's crack aerobatic team and the young pilots who fly their sleek red jets.

This publication also traces the history of the relationship between the Red Arrows and the Pearl of Dorset and how one of the South Coast's smallest resorts attracted the most sought after attraction.

Lyme's seafront public gardens form a natural amphitheatre to watch the Red Arrows in action with some of the more breathtaking sequences performed almost at eye level.

It is said the Red Arrows love coming to Lyme Regis - and the feeling is definitely mutual.

Photography credit: RAF Aerobatic Team

ROYAL AIR FORCE RED ARROWS

ROYAL AIR FORCE AEROBATIC TEAM
THE RED ARROWS – 2016 DISPLAY SEASON

WITH a trademark combination of close formation flying and dynamic loops and rolls, the Royal Air Force Aerobatic Team will inspire millions of people in 2016.

One of the world's premier aerobatic display teams, the Red Arrows are the public face of the Service and represent the United Kingdom both at home and overseas.

The team's BAE Systems Hawk T1 aircraft feature a Union flag-inspired tailfin design – a livery that highlights the Red Arrows' remit as national ambassadors. In addition to this role, the Red Arrows also assist recruitment into the Armed Forces, promote the excellence of the Royal Air Force, support British industry and carry out defence diplomacy.

Officer Commanding of the Royal Air Force Aerobatic Team is Wing Commander Martin Higgins, who is a former team pilot. He has overall responsibility for the Squadron and ensures procedures are followed by the team for safe and efficient flying.

Red 1 is Squadron Leader David Montenegro, who was a team pilot between 2009 and 2011 before returning in late 2014 as Team Leader. Now in his second year as Red 1, he is responsible for all aspects of the display, from running the training programme to creating the routines and leading the team on the ground and in the air.

The former Tornado pilot said the 2016 display, which will be seen by millions of people across the UK and beyond, features many new moves.
He said: "On every RAF squadron, innovation is always the key to success and the Red Arrows are unveiling some innovative new manoeuvres for the watching public this year.
"The arrival into the 2016 show is called 'Wall', which sees the widest Red Arrows formation flown for many years rapidly transforming into the closest of all our shapes while flying a loop.
"Another new move is 'Tornado' and celebrates 25 years of continual operational service of the RAF's Tornado force and displays Reds 8 and 9 rolling around the rest of the team.
"Also, we have the 'Double Goose' – a manoeuvre flown by the team many years ago which presents seven aircraft in a pyramid formation while the Synchro Pair – Reds 6 and 7 – fly right through the middle, at a closing speed of 750mph."
Among the other eight display pilots that make up the famous Diamond Nine of the Red Arrows, two are brand new to the team for 2016 – Flight Lieutenants Matt Masters and Si Taylor.

Typically, air crew spend three years as a Red Arrows pilot. Each of the pilots has fast-jet operational experience flying the Tornado or the Typhoon, enabling the Royal Air Force to secure the skies and protect the nation and its interests, 365 days a year.

Ensuring the team and aircraft are ready for each season involves a lot of team work on the ground.

Known as the Blues because of the colour of their display coveralls, the team's 110-strong ground crew include skilled engineers, drivers, suppliers and other personnel with either existing frontline experience or who will go on to complete operations after leaving the Red Arrows.

Each year ten RAF tradesmen are specially selected from the Blues. Known as the Circus, the engineers are assigned to one pilot each and fly to-and-from display destinations in the back of the Hawks, but not in displays. Members of the Circus are responsible for servicing the aircraft at each landing and take-off site. They then prepare the jets for the next event or for returning to their home base, where other engineers also maintain the jets.

Often, during a typical summer weekend, the team will criss-cross the country and display at two events in a day, as well as performing numerous flypasts on transits between airfields and meeting the public when on the ground between flights.

About 80 displays will be carried out in 2016 and the season runs from May until September. However, the team is active year-round – with months of preparation during the autumn, winter and spring periods to perfect the 24-minute show.
Sqn Ldr Montenegro said: "We hope to entertain, captivate and inspire our audiences this year. We are extremely proud to represent the RAF and the UK and hope you enjoy our display."
Based at RAF Scampton in Lincolnshire, the Red Arrows had completed more than 4,700 displays, in 56 countries, by the start of 2016 – the team's 52nd season.

For more information about the team, follow @rafredarrows on Twitter, like RAF Red Arrows on Facebook or visit www.raf.mod.uk/reds

The team has a number of important roles:

- To support UK industry and commerce
- To demonstrate excellence, precision and the best of British
- To showcase the professionalism of the Armed Forces - their capability, innovation and adaptation
- To carry out defence diplomacy overseas, providing vital support for UK industry
- To be global ambassadors for the Royal Air Force, Armed Forces and UK
- To aid recruitment into the Armed Forces

A HISTORY OF THE RED ARROWS

IT was in 1964 when the Royal Air Force amalgamated its display teams into one, premier unit – the Red Arrows. The name was taken from the Black Arrows team and the colour scheme as a tribute to the Red Pelicans, while the aircraft chosen to be flown, the Gnat, had been used by the Yellowjacks.

In the first season of 1965, the team – flying seven aircraft in a display and based at RAF Fairford – performed 65 shows. A media event at RAF Little Rissington on May 6 was the team's first official display, with the first public performance in the UK on May 15 at Biggin Hill Air Fair. The team permanently increased to nine display aircraft in 1968 and the Diamond Nine became the Red Arrows' trademark formation.

The Gnat, which had flown 1,292 displays, was replaced by the BAE Systems Hawk, a modified version of the RAF's fast jet and weapons trainer, for the 1980 season. Also that year, permission was given for the team to have the motto Eclat – meaning excellence.

RAF Scampton – the station famous for its role in the 1943 Dambusters raid – became the team's new home in 1983, moving from RAF Kemble – its base since 1966. Apart from a period at RAF College Cranwell between 1995 and 2000, the Lincolnshire station has been the Red Arrows' permanent home ever since.

During the team's world tour of October 1995 to February 1996, the Red Arrows performed to nearly a million people in Sydney on Australia Day.

In 2002, the Red Arrows flew with a British Airways Concorde over London to mark Her Majesty The Queen's Golden Jubilee.

A decade later, the Red Arrows performed another series of flypasts over the capital, for the Queen's Diamond Jubilee, the 2012 Olympic Games Opening Ceremony – seen by a global television audience in excess of one billion people – and the Athlete's Parade.

The 4,500th Red Arrows display took place at the RAF Waddington International Air Show in July 2013 – in the team's 49th season and the year concluded with a highly-successful tour of the Middle East.
In 2014, the 50th display season was marked as a major milestone with a series of celebrations throughout the year. The Red Arrows were the main feature and theme of the year's airshows. There were also television and radio documentaries, magazines produced and even a high speed train named after the team.

A special, one-off, tailfin was revealed on the team to recognise the anniversary season, with the design incorporating both a Gnat and Hawk jet outline to reflect the two types of aircraft flown by the team in its history.

For the 2015 season, instead of returning to the traditional three-stripe tailfin livery used since the 1960s, a fresh new paint scheme was revealed on the jets during a live television broadcast from RAF Scampton. This Union flag-inspired design features flowing red, white and blue lines and emphasises the Red Arrows' role as national ambassadors for the United Kingdom.

Photography credit: RAF Aerobatic Team

1969: The Queen and the Red Arrows team

The Red Arrows flying the Gnat

1980: The Red Arrows began flying the BAE Systems Hawk T1 in displays

1965: The first ever Red Arrows team, led by Flt Lt Lee Jones

THE **50TH** DISPLAY SEASON

IN a high profile and very successful year, the Red Arrows' 50th display season was celebrated in 2014.

Among the most significant ways the occasion was recognised was actually on the aircraft of the Royal Air Force Aerobatic Team. A new tailfin design was unveiled on the jets. The makeover was, at the time, the most significant change to the look of the team's famous aircraft in its history.

The new tailfin was unveiled at the team's home, RAF Scampton in Lincolnshire, in February of 2014. A giant Union flag was draped over the first of the Hawk aircraft to receive the new look – to keep the design a secret until the big moment. Then, when the time arrived, the engineers and support staff – known as the Blues – removed the flag to reveal the new design.
A series of events celebrated the milestone year and the Red Arrows were the central feature and theme for big airshows, including the Waddington International Airshow and Royal International Air Tattoo (RIAT) in July. At RIAT, members of the Squadron were honoured to meet His Royal Highness the Prince of Wales and also receive awards in recognition of the team's achievements.

In all, 80 displays were flown in nine countries and the team had the opportunity to meet thousands of people everywhere they went in a remarkable 50th season.

How the Arrows came to Lyme

By Philip Evans who first booked them for the Regatta & Carnival in the early 1970s

THE world-famous Red Arrows have been scorching in over Lyme Bay for more than 40 years, thrilling hundreds of thousands of visitors to the Pearl of Dorset and helping to raise tens of thousands of pounds for the Royal National Lifeboat Institution.

But the Red Arrows first visit to Lyme Regis was part of the Regatta and Carnival programme. I know because, as a young man, I was secretary of the regatta committee throughout must of the 1970s and I was responsible for booking them.

Formed in 1964, the RAF Red Arrows were already considered to be the top aerobatic team in the world and they certainly made a huge impression on those who watched they perform their spectacular manoeu-vres over the Bay on their first visit in the early 1970s.

So how did little old Lyme Regis manage to secure an appearance by these modern-day Red Barons?

I was on a family holiday in Jersey, accompanied by the Regatta & Carnival President, the late Ivor Curtis. They were celebrating RAF Week on the Channel Island and the highlight of the celebrations was an appearance by the Red Arrows.

I had never seen an aerobatic display before and I was mesmerised by the breathtaking formations in the skies above St Helier.

Afterwards, Ivor Curtis said: "Evans (he always called me by my surname) you should try and get them for the Regatta."

And that's exactly what I did. As soon as I got home I wrote a letter to the Ministry of defence asking if the Red Arrows could appear in Lyme Regis the following summer. We received a reply in a matter of days and were delighted that we were put on a list of potential displays which was confirmed a few weeks later.

A huge crowd gathered on Lyme seafront for their very first visit. The natural amphitheatre that forms Lyme's seafront gardens became the ideal vantage point to see young pilots put their sleek red jets through their paces.

Red Ten (the Arrows' leader) was positioned on top of the Marine Parade shelters to do his commentary and everyone was looking out to sea waiting anxiously to the aircraft to appear.

I shall never forget when Red Ten announced: "Ladies and gentlemen, we proudly present the RAF Red Arrows" as they screeched in over the back of the town, making everyone duck.

Whilst the display was taking place members of the regatta committee were cashing in by collecting along the packed beach, seafront and gardens, urging everyone to throw their coins into blankets. No sealed collecting tins in those days!

I can't remember how much we collected but it was a substantial amount but I recall town clerk Harry Williams, who was our treasurer, took a couple of days to count it all.

The reaction from the crowd for unbelievable with one of the most common comments being" It makes you proud to be British." To this day, the Red Arrows still engender that pride.

The following hear the Regatta & Carnival lost the Red Arrows to the recently formed Lifeboat Week. It caused a great stir in the town at the time but we all ended up riends and the regatta committee members collected the followowing year for the RNLI.

The Red Arrows fitted in well to the Lifeboat Week programme and have appeared free of charge for subsequent visits to Lyme over the past 40 years. Their services were always offered free as a thank you to the brave you men of Lyme who made up the lifeboat crew.

This is the first year the Red Arrows have been forced to charge for an appearance. The Lifeboat Week organisers decided they could not meet such a large sum from their charitable funds and their 2016 events also clashed wityh the Red Arrows' mid-season break.

Red Arrows' Day has always been one of the busiesy of the summer season in Lyme Regis, with a massive boost to the local economy with crowds estimated at 25,000plus on occasions. That's why the town's favourite newspaper, the View from Lyme Regis, stepped and launched a fundraising campaign to ensure that the 40-year relation shop between Lyme and the Arrows continued.

Photography credit: Francesca Evans and Rob Coombe

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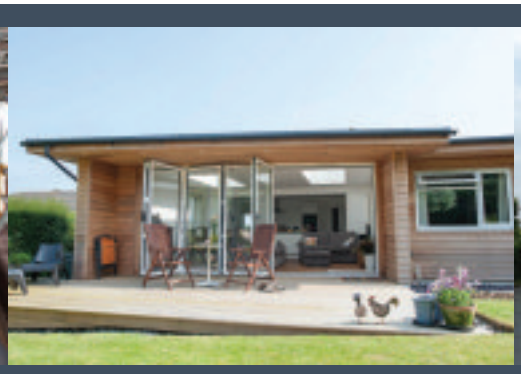

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RED ARROWS IN NUMBERS

Source www.raf.mod.uk/reds

EACH AIRCRAFT CAN CARRY ENOUGH DIESEL AND DYE TO CREATE...

5 MINUTES OF WHITE SMOKE

1 MINUTE OF RED SMOKE

1 MINUTE OF BLUE SMOKE

9 DISPLAY PILOTS

FOLLAND GNAT 1965

Length: **8.74m**
Wingspan: **6.73m**
Height: **2.46m**
Max Speed: **Mach 0.95**
Max Altitude: **14,630m**

HAWK T1 1979

Length: **11.9m**
Wingspan: **9.4m**
Height: **4m**
Max Speed: **Mach 1.2**
Max Altitude: **14,630m**

How to become a Pilot

Minimum **1500** Flying Hours

Must have completed a frontline tour

Be assessed as being above average in their flying role

9 Shortlisted applicants are put through a selection week

3 New pilots are chosen each year, replacing the pilots finishing their tour

500 UK CHARITIES HELPED EVERY YEAR

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In the region of **400** display requests each year

1964 The Red Arrows are formed

1965 The Red Arrows first season

1292 Displays with the Folland Gnat

4660 Performaces across the globe since 1965

50TH Display season was celebrated in 2014

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"your home from home by the sea"

Pinhay House Care Home has been in existence for 32 years, 28 under the current owners, Robin and Carole Hodges. During that time they have seen Regulations, Commissions and Government Acts come and go, they have seen Minimum Standards change to Essential Standards and then Fundamental Standards and the paperwork increase, at times, beyond comprehension. Amidst the myriad of changes some things remains constant at Pinhay House, the compassion, the commitment and the desire to provide first class care for their residents and support to the relatives.

2016 has been a year of cementing changes and establishing new structures within the business. The Activities team (10 hours a day 7 days a week !) has gone from strength to strength and supported the Management Team in their increased presence in the community. Social activities range from one to one activities to group outings and we often have visiting entertainers. Pinhay House is involved in the running of the Seaton Memory Café, which it continues to support, attend and encourage.

We are so pleased that the Red Arrows are returning to Lyme Regis this summer, we always enjoy watching them, especially as Pinhay House is used (so we are told!) as the westerly point for turning during their displays!

The future is bright for Pinhay House, its reputation locally and amongst the Health Care Professionals continues to grow, the staff team are ably supported, trained and encouraged by an enthusiastic and competent Registered Manager – Mrs Adele Brady and her team. The expertise of the Dementia Care continues to flourish while the owners maintain their presence and Quality Assurance.

Anyone needing advice or support will be welcomed at Pinhay, appointments can be made by telephone or email or via the website or just pop in when you are passing!

Described recently by a regular visitor as "A Special Place", you will always be assured of a warm welcome at this "Home from Home by the sea" !

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Pilot's **Survival Equipment**

How much 'g' do the Team pull during a display?

Gravity is measured in terms of the amount of acceleration that the force gives to an object on the earth. The Red Arrows' main section uses up to 5 times the force of gravity (5'g') in their manoeuvres but up to 7'g' in the Vixen Break. The Synchro Pair use 7g quite frequently and can go up to 8'g', the aircraft limit, if needed. At 8'g' everything weighs 8 times its normal weight, arms, legs, bags under the eyes, and so on. Cameramen have to remember that the weight of their equipment increases with increasing 'g' and it can be difficult to keep the camera up to eye level. The heart sinks and blood tends to pool towards the legs and away from the brain. If insufficient blood reaches the eyes then the pilots gradually lose vision and this is known as 'blacking out'.

Why do the pilots wear anti-g suits?

The anti-'g' suit is an elasticised garment which fits tightly over the lower abdomen and legs and fastens with laces and zips. Attached to the suit is a hose-pipe which feeds pressurised air into a large number of tubes within the suit. When an aircraft pulls 'g', the pilot's blood is forced downwards away from the heart and towards the feet so starving the brain. All pilots learn how to control this by tensing the leg and stomach muscles but it is a physically tiring procedure. If the pilot relaxed his leg and stomach muscles under high 'g' conditions, all his blood would rapidly rush away from his brain and he would black-out. When the pilot is wearing an anti-g suit, pressurised air proportional to the g force rushes into the tubes and compresses the pilot's abdomen and legs, thus saving the pilot considerable physical effort. Without the help of an anti-'g' suit the pilots would rapidly get tired and might even black out.

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MEET THE PILOTS

Reds 1 to 5 form the front section of the team's formation, known as **Enid**, and Reds 6 to 9 make up the rear part, called **Gypo**.

The first half of the Red Arrows' display consists of synchronised, formation aerobatics, followed by a more dynamic second half.
The **Synchro Pair**, Reds 6 and 7, perform the highly popular opposition manoeuvres during this latter section of the show.

During a display, Red 10 acts as the Team's Supervisor who maintains two-way radio contact with the Team Leader. He also provides the commentary.

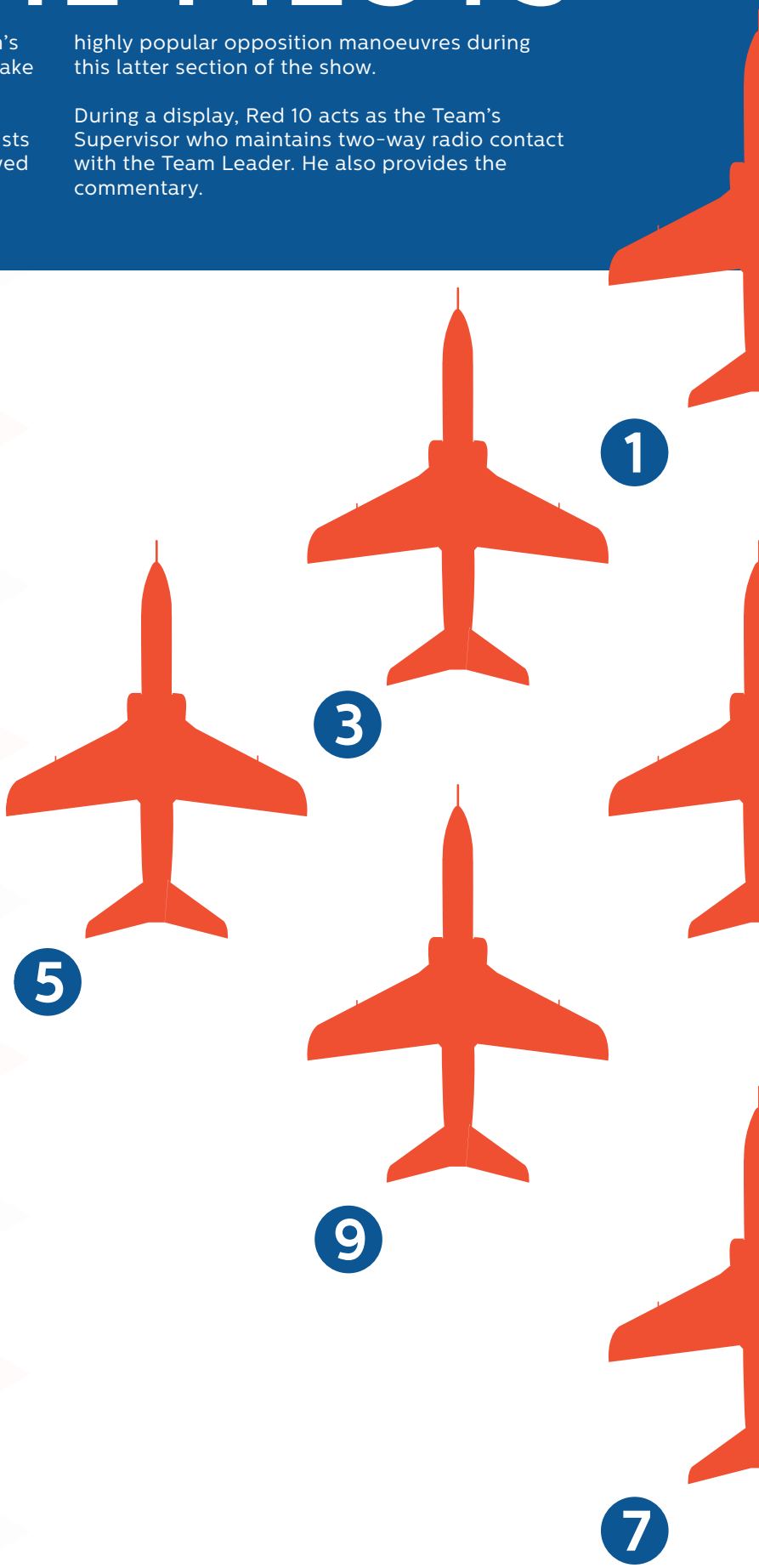
SQUADRON LEADER
David Montenegro
Red 1 - Team Leader

FLIGHT LIEUTENANT
Si Taylor
Red 3

FLIGHT LIEUTENANT
Emmet Cox
Red 5

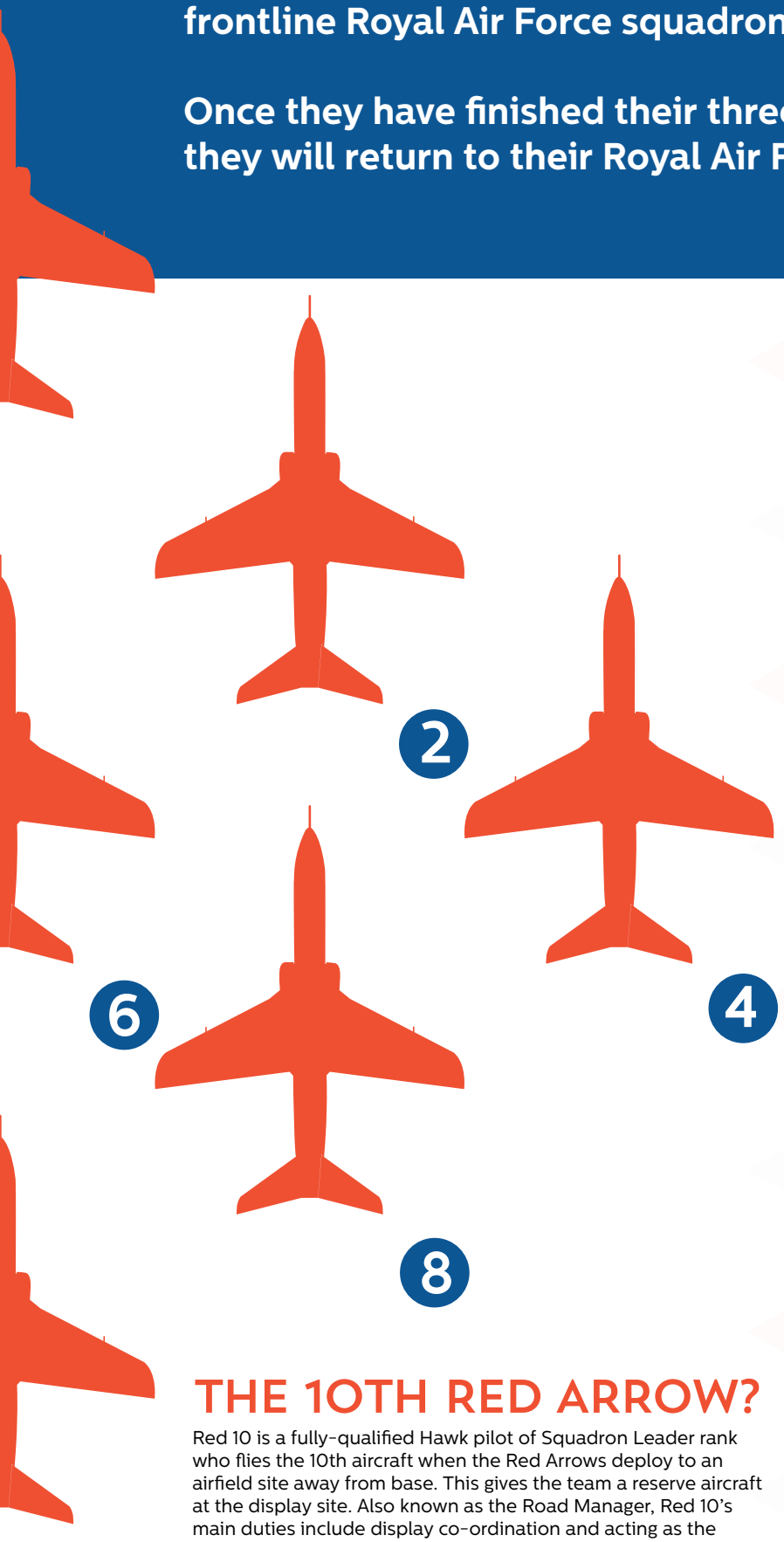
FLIGHT LIEUTENANT
Tom Bould
Red 7 - Synchro Two

FLIGHT LIEUTENANT
Joe Hourston
Red 9



All nine Red Arrows display pilots are fast jet pilots from frontline Royal Air Force squadrons.

Once they have finished their three-year tour with the team they will return to their Royal Air Force duties.



FLIGHT LIEUTENANT
Matt Masters
Red 2

FLIGHT LIEUTENANT
Mike Bowden
Red 4

FLIGHT LIEUTENANT
Steve Morris
Red 6 - Synchro Leader

FLIGHT LIEUTENANT
Stew Campbell
Red 8

SQUADRON LEADER
Mike Ling
Red 10 - Supervisor

THE 10TH RED ARROW?

Red 10 is a fully-qualified Hawk pilot of Squadron Leader rank who flies the 10th aircraft when the Red Arrows deploy to an airfield site away from base. This gives the team a reserve aircraft at the display site. Also known as the Road Manager, Red 10's main duties include display co-ordination and acting as the team's dedicated Ground Safety Officer and Supervisor during the display season.

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RED ARROWS PHOTOS SPECIAL

by Richard Austin

Richard Austin has been a Professional newspaper photographer for more than a quarter of a century. During this time, his unique style of photographs have been published in most countries throughout the world. He has won numerous national and regional press awards, with his first in 1986, winning NUJ regional news photographer of the year.

Born and bred in Lyme Regis Richard's knowledge of the town is demonstrated through his pictures of Lyme in all its glory.

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Capt Steve Sweet holds an RYA Offshore commercial ticket, giving a personal operation range of 150 miles, and is a member of the Professional Boatman's Association.
He is also Secretary of Lyme Regis Sea Angling Club.

Steve has been operating boats for over forty years and is a very keen and enthusiastic angler with a vast experience, including international sport fishing and game fishing.

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PILOT **BIOGRAPHIES**

David Montenegro Squadron Leader, **Red 1 - Team Leader**

1

David joined the RAF in April 1999 and, on completing fast jet flying training, he was selected to become a Qualified Flying Instructor on the Hawk TMk1 for his first tour. Graduating from the NATO Tactical Training Course at RAFC Cold Lake, Canada in 2005, David was posted to 25(F) Squadron at RAF Leeming, flying the Tornado F3. Ensuring the UK and Falkland Island Air Defence capabilities on Quick Reaction Alert, David also completed several multi-national training exercises in Europe and the Middle East.

In 2008 David was selected to join the Red Arrows, his 3 years as a team member culminating in the role of Red 6, Synchro Leader. Following an operational tour in the Middle East working with coalition partners, David was posted to 72(R) Sqn, RAF Linton-on-Ouse, as a Flight Commander instructing the next generation of RAF and RN fast jet pilots.

Cherishing his time at home with his family, David lives with Angie and their two sons in Lincoln. This will be his second year as Red 1, Team Leader.

Matt Masters Flight Lieutenant, **Red 2**

2

Matt joined the RAF in November 1998 and on completion of Fast Jet training was selected to be an Qualified Flying Instructor on the Tucano at RAF Linton On Ouse for his first tour. Following the Tactical Weapons Course on 19(F) Sqn at RAF Valley, Matt was posted to RAF Leuchars flying the Tornado F3. Ensuring the UK and Falkland Island Air Defence capabilities on Quick Reaction Alert, Matt also completed several multi-national exercises, namely Red Flag in Las Vegas USA, TLP in Denmark and ATLC in the Middle East.

Following his time on the Tornado F3, Matt has enjoyed a tour at RAF High Wycombe combining time in the National Air and Space Operations Centre with the Air Command Current Operations team. He has more recently been flying on 100 Squadron as part of the RAF's Aggressor squadron flying the Hawk T Mk1 based at RAF Leeming.

Matt is keen on most sports. He follows International rugby, Formula 1 and English cricket and takes part in skiing and sailing. As a keen DIY enthusiast, Matt would like to build and live in his own home.

Si Taylor Flight Lieutenant, **Red 3**

3

Si joined the RAF in 2003 and completed Elementary Flying Training at RAF Woodvale. He then went on to fast jet training on 72(R) Sqn at RAF Linton on Ouse and then 208(R) Sqn at RAF Valley. He was then lucky enough to be selected to conduct his Tactical Weapons training on the Hawk 115 at the NATO Flying Training School at Cold Lake, Alberta, Canada.

Si grew up in Leeds, West Yorkshire. His desire to be a pilot was fuelled by his dad, who took him to the Church Fenton Airshow from a very young age. His favourite sport is rugby, especially rugby league, which he played at Loughborough University and then at Student International level. He also enjoys skiing, running and more recently golf.

Si is married to Michelle and they live with their dog Tac, a recently retired RAF sniffer dog.

Mike Bowden Flight Lieutenant, **Red 4**

4

Mike joined the Royal Air Force in 2002 and graduated through Initial Officer Training and Basic Fast Jet Training on the Tucano. After successfully graduating from Advanced Flying Training at RAF Valley, he was selected to remain with 208 Squadron, to become a Qualified Flying Instructor. After his 'Creamie' tour Mike progressed to Tactical Weapons Training on 19(R) Squadron and on completion was selected to fly the Harrier GR9. On finishing the Harrier Operational Conversion Unit he was posted to 1(F) Squadron at RAF Cottesmore. After only a few months on the front line his tour was cut dramatically short due to the Harrier disbandment in December 2010.

Born in Lincoln to a Welsh serving RAF father and Dutch mother he was raised in Newport, South Wales. His passion for flying brewed at a young age and only grew with every airshow he went to. A proud Welshman and keen follower of 6 nations rugby, Mike is an avid follower of most sports but particularly enjoys skiing and playing golf. He lives at Scampton with his wife Leane and has 2 daughters, Callie and Betsi.

Emmet Cox Flight Lieutenant, **Red 5**

5

Emmet joined the RAF in 2002 completing Initial Officers Training the same year. He went on to Elementary Flying Training at RAF Church Fenton flying the Firefly and was streamed fast jets. His Basic and Advanced Fast Jet Training was carried out on the Tucano at 72(R) Squadron, RAF Linton-on-Ouse and the Hawk T1 at 208(R) Squadron, RAF Valley. He undertook Tactical Weapons Training on the Hawk 115, based at NATO Flying Training in Canada, and was subsequently posted to RAF Lossiemouth to fly the Tornado GR4.

Emmet was born and raised on the North Shore of Auckland, New Zealand. Before emigrating to the UK in 2001 Emmet followed the snow for several years; completing seasons snowboarding in Japan and the USA, meeting his wife Monica, a Californian on the way. Emmet continued to snowboard in the RAF, he represented the Service at the British Championships and is now an instructor and freestyle judge. In addition he enjoys most water sports and as a former newspaper photographer he also likes to take the odd photo.

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GUITARS ON THE BEACH SEPT 3RD & 4TH 2016

Staging provided by **Jurassic Tents and Events**

SIR Paul McCartney and superstar artist Tracey Emin have teamed up to help the celebrated chef and restaurateur Mark Hix in his bid to bring more than 3,000 amateur guitarists to play together on the beach in Lyme Regis to set a new record as Britain's biggest band.

Hix turned to his pals for help in raising money for Cancer Research UK, the charity designated to benefit from Guitars On The Beach, the massive guitar event which will run alongside his food festival Food Rocks in Lyme Regis over the weekend of September 3rd and 4th.

Tracey and Sir Paul have donated a world exclusive collectors' item guitar estimated to be worth thousands of pounds for the event's charity raffle.

A leading London art collector has estimated that the "Emin & McCartney" guitar could raise as much as £50,000 at auction - but instead the Guitars On The Beach team is raffling it for just £1 a ticket, so that everybody has a fair chance of winning it.

Already one businessman has pledged to buy £1,000-worth of tickets in a bid to win the unique guitar which will be much sought-after by art collectors.

Demand for the guitar is expected to soar because Ms Emin, whose contemporary art is among the most-prized in Britain, has drawn and signed an original illustration on the back of the instrument and Sir Paul has added his signature and a little doodle alongside it.

Raffle tickets can be bought online at the GOTB website – www.guitarsonthebeach.com – where guitarists can find all the details of the record-attempt event and chord sheets for the record song's Buddy Holly's Rave On and That'll Be The Day. The record bid will take place at 5.0 pm on Saturday September 3rd.

The guitar festival will run alongside Hix's Food Rocks food festival on September 3rd and 4th. Food Rocks will feature dozens of stands offering the finest food and drink of the West Country, together with cookery demonstrations and tastings by Hix and other celebrity chefs and food experts.

THIS YEAR the staging for the hugely-popular event which has previously drawn as many as 3,000 guitarists will be provided by Jurassic Tents and Events, an Axminster-based company which provides bespoke marquees, events tents and all manner of event coverings which is acclaimed as the very best in the West.

The events rentals production company, a subsidiary of the Devon Constuction Group, covers everything from weddings to parties to gigs and is renowned in the business for the highest professional standards of staging.

Its founder, Brenton Bastin, is happy to discuss the ideal cover for your big day and is available on **07506 974 661**.

"Were knocked out with delight to be under the roof of Jurassic Tents and Events and Devon Construction Group for this years Event" said Guitars On The Beach spokesman Geoff Baker.

Guitars On The Beach 2016 is also sponsored by: Absolute Music, Blackstar Amps, Musicians Insurance Services, Lyme Regis Town Council, Lyme Regis Brewery, Creative Solutions, Yawl Spring Water and Axe Music. If you would like to be involved in sponsoring this years event then please contact Geoff on **geoffbaker12@btinternet.com** or Lillie on **lilliefiltness@hotmail.co.uk**

Steve Morris Flight Lieutenant, **Red 6 - Synchro Leader**

Steve joined the Royal Air Force in 2002 and after successfully graduating from Advanced Flying Training at RAF Valley, was selected to remain with 208 Squadron, to become a Qualified Flying Instructor. After his 'Creamie' tour Steve completed Tactical Weapons Training on 19(R) Squadron and after which he was selected to fly the Harrier GR9. Steve was the last pilot to complete the Harrier Operational Conversion Unit and was posted to 1(F) Squadron at RAF Cottesmore where he became Combat Ready shortly before the Harrier was disbanded in December 2010.

Steve grew up in Sheffield, South Yorkshire and was interested in flying from an early age. Steve lives in Lincolnshire with his wife Hannah, also an officer in the RAF, and their two working cocker spaniels, Jezebel and Maggie. In his spare time Steve enjoys all sports, especially mountain biking and swimming, as well as spending time with his family.

Tom Bould Flight Lieutenant, **Red 7 - Synchro Two**

Tom joined the RAF in 2005 and after being streamed to fly fast jets was selected to be a 'Creamie' Qualified Flying Instructor on the Tucano at RAF Linton-on-Ouse. Tom gained his A2 qualification was chosen to be the Tucano display pilot in 2010.

After finishing his 'Creamie' tour Tom completed tactical weapons training and was selected to fly the Typhoon. On completing the OCU, Operational Conversion Unit, Tom was posted to RAF Leuchars where he joined 1(F) Sqn during their stand up as a Typhoon Squadron. During his front line tour Tom had several deployments to the Falkland Islands as well as flying in exercises in Malaysia and the United Arab Emirates. This is Tom's second year on the team having previously flown as Red 5 in the 2015 season.

Tom was born and grew up in Bradford, West Yorkshire. He is a keen sportsman and enjoys playing cricket, rugby, golf and skiing. Tom lives with his wife Danielle and their two young children, Sebastian and Eleanor, and a boisterous Cocker Spaniel called Milo.

Stew Campbell Flight Lieutenant, **Red 8**

Stew joined the RAF in 2003 and, after graduating from Advanced Flying Training on the Hawk, was selected to return to the Tucano at RAF Linton-on-Ouse to become a 'Creamie' Qualified Flying Instructor. Stew taught the Basic Fast Jet Training syllabus to ab-initio students before being chosen to join Central Flying School (Tucano) Squadron to teach new instructors their trade. During the final year of this tour Stew was selected to represent the RAF around the UK and Europe as the RAF Tucano Display Pilot.

Stew was brought up in Peebles in the Scottish Borders. His desire to fly fast jets was born from watching military aircraft conducting low flying training from his classroom windows at school! A former member of the Scottish Junior Road Cycling Team, Stew is a keen sportsman with a particular passion for anything on 2 wheels. In his spare time Stew enjoys cycling and walking trips with his wife Clare and their black Labrador, Rum.

Joe Hourston Flight Lieutenant, **Red 9**

Joe started his Initial Officer Training with the RAF in 2001 and subsequently undertook fast jet training on the Tucano at RAF Linton-on-Ouse and then the Hawk T1 at RAF Valley. On completion of Advanced Jet Training he became a 'Creamie' Qualified Flying Instructor on 208 Squadron gaining both his A2 and CFS (Central Flying School) accreditation. Joe completed his Tactical Weapons Training on the Hawk 115 at the Nato Flying Training School at Cold Lake, Canada.

Joe was born in Inverness and grew up in the Black Isle village of Cromarty. He lives with his wife Sarah and sons Hamish and Felix. In his spare time he enjoys most outdoor activities including skiing, golf and rugby (although more from the sidelines these days!). His musical interests extend to playing the violin and learning the guitar.

Mike Ling Squadron Leader, **Red 10**

After completing the first stages of flying training, Mike was posted to 72 (R) Squadron at RAF Linton-on-Ouse where he became a Qualified Flying Instructor on the Tucano TMk1 aircraft, teaching basic fast-jet flying to future pilots. He then completed NATO Flying Training in Canada on the Hawk 115 aircraft after which he was posted to the Tornado F3 and joined 111 (F) Squadron based at RAF Leuchars in Scotland. Here he played an active part in the air defence of the United Kingdom and the Falkland Islands on Quick Reaction Alert duties as well as participating in major training exercises in the UK, Belgium, India and Denmark.
Mike is in his fifth year as Red 10 in a total of eight years with the team, having flown as Red 3 in 2008, Red 7 in 2009 and Red 6 in 2010.

Mike's dream of flying with the Red Arrows began when he saw the team perform at the Biggin Hill Air Fair as a child. Mike lives with his partner Nicola and their baby daughter Isla. In his spare time he enjoys hill walking, skiing, private flying and watching Formula One and rugby

Martin Higgins Wing Commander, **Red 11**

As Officer Commanding Royal Air Force Aerobatic Team (OC RAFAT), Martin is responsible for the Squadron's flying, engineering, administrative and safety matters and he ensures that the Red Arrows operate in a safe and effective manner, during both practice and displays.

He joined the Royal Air Force in 1993. Following flying training, Martin became a Qualified Flying Instructor (QFI) for three years on the Hawk T1 at Royal Air Force Valley. He then completed weapons training on 74(F) Squadron and was selected to fly the Tornado F3 on 43(F) Squadron at Royal Air Force Leuchars. During his three years on the Squadron, Martin completed two operational tours in Iraq and took part in exercises in Canada and Belgium as well as continuing his role as a frontline QFI.

Martin was born in Bristol. In his spare time he enjoys running, rowing and road biking but also tries to maintain skills in scuba diving when he gets the opportunity to go somewhere warm.

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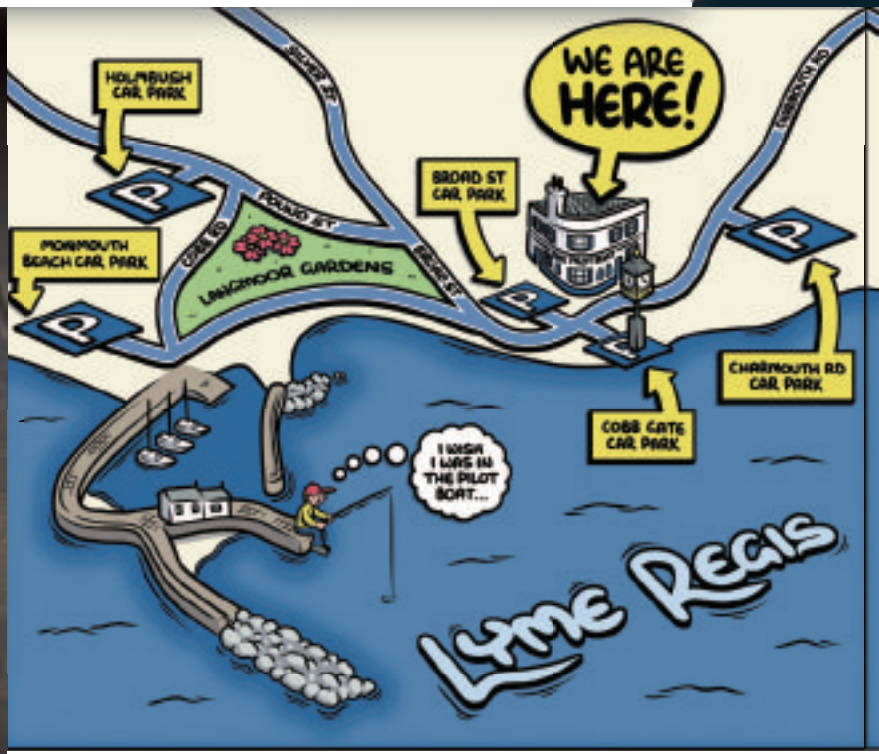

SUPPORT TEAM

It is the hard work of the Team's support personnel that keep the Red Arrows flying

Photography credit: RAF Aerobatic Team

The teamwork shown by the pilots in the air is reflected in the dedication and professionalism of the support staff on the ground. The support team's success results from their Royal Air Force training, the pride they take in their work, and their determination, motivation, and, very often, sheer hard work. Without them, the Red Arrows could not function.

This team is made up of a Team Manager, a Supervisor (Red 10), a Public Relations Manager, two Engineering Officers, an Adjutant and approximately 85 engineering technicians and other support staff.

The latter are known as 'The Blues' because they wear distinctive royal blue flying suits during the display season. The Blues represent nine out of the Royal Air Force's broad range of more than 65 technical and non-technical trades. Every team member has undergone intensive training in their particular specialisation throughout their Royal Air Force career.

Administration

The administration team work tirelessly to ensure plans runs smoothly so the Team can display.

Team Manager
Squadron Leader Cate Driscoll

Adjutant
Warrant Officer Alan Irons

Flight Operations

Flight operations is responsible for all aviation planning and coordination of the Red Arrows.

Aircrew Planning Officer
Squadron Leader David Platt

Flight Operations Officer
Flight Lieutenant Doug Smith

Engineering – The Blues

The Red Arrows 100 engineering technicians and engineering support staff are headed by a Senior Engineering Officer, who along with his management team of 2 Flight Lieutenants, a Warrant Officer and a Flight Sergeant, are responsible for ensuring that the correct number of aircraft are available for the pilots during both the display and training seasons, and that the aircraft undergo the appropriate servicing and maintenance. They are responsible for engineering standards and safety, and the welfare of the Red Arrows' engineering team.

Circus

Meet the 10 aircraft engineering technicians who are chosen each year to form a team known as the Circus.

Circus 1
Flight Lieutenant Marcus Ramsden

Circus 2
Senior Aircraftsman Technician
Phillip Broadbent

Circus 3
Corporal David Hawes

Circus 4
Corporal Andrew Leonard

Circus 5
Senior Aircraftsmen Technician
Daniel Bradley

Circus 6
Senior Aircraftsmen Technician
Samuel Williams

Circus 7
Corporal Ashley Grant

Circus 8
Corporal Robert Thatcher

Circus 9
Sergeant Owen Watkins

Circus 10
Corporal Steve Buckley

Engineering Management

The team's technicians are led by a Senior Engineering Officer, supported by two other officers and a Warrant Officer and Flight Sergeant.

Aircrew Planning Officer
Senior Engineering Officer
Squadron Leader Pete Searle

Junior Engineering Officer
Flight Lieutenant Marcus Ramsden

OC Engineering Support Flight
Flight Lieutenant Keith Edge

Warrant Officer Engineering
Warrant Officer Gary Smith

Flight Sergeant Engineering
Flight Sergeant Laurence Pack

Public Relations

The Red Arrows public relations team is responsible for the overall PR strategy for the Red Arrows.

Dye Team

The Red Arrows are famous for their vibrant vapour trails – often known as the smoke. They are a crucial element of the team's displays, primarily for flight safety. The vapour trails allow Red 1 to judge wind speed and direction, and allow the aircraft to locate each other in the second half of the show when different sections of the formation are frequently several miles apart. The vivid and colourful smoke trails also enhance the visual impact of the display when viewed from the ground.

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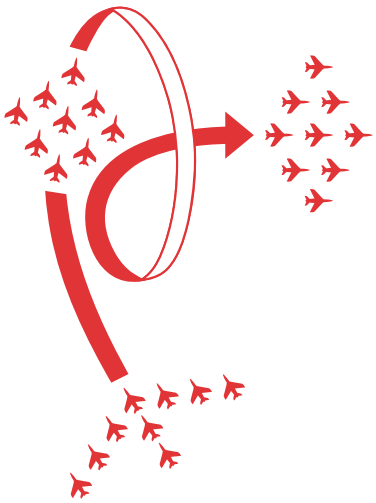
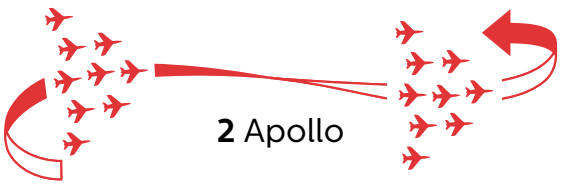
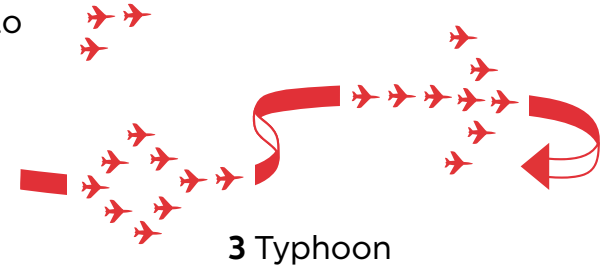
ROYAL AIR FORCE 2016 AEROBATIC DISPLAY



1 Wall to Short Diamond Arrival



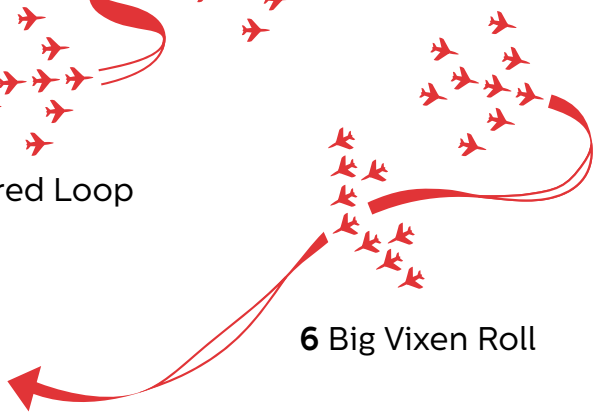
2 Apollo



3 Typhoon

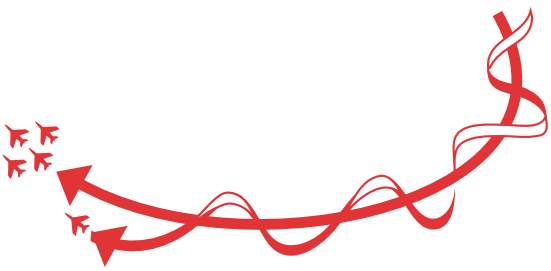
4 Swan to Fred Loop

5 Hammerhead Break

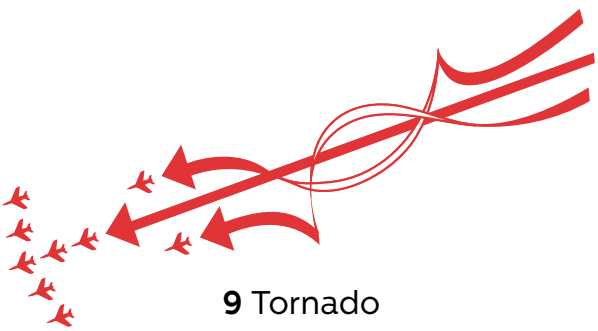


6 Big Vixen Roll

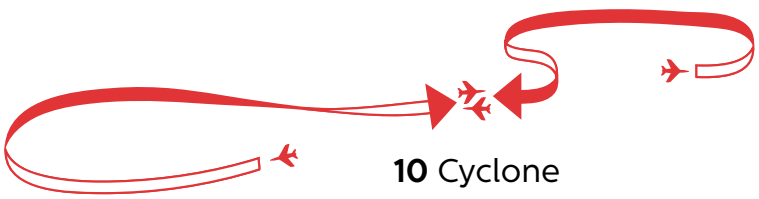
7 Op Barrel



8 Twister



9 Tornado



10 Cyclone

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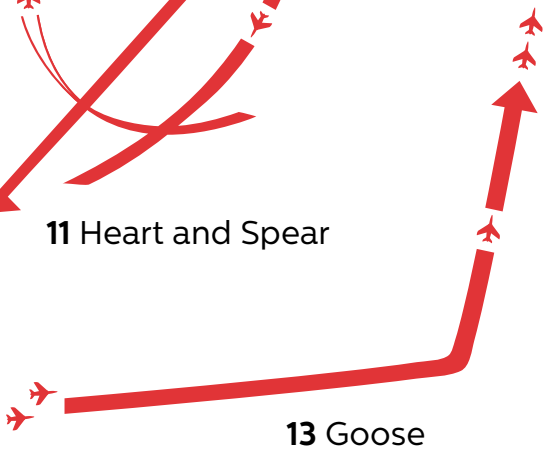
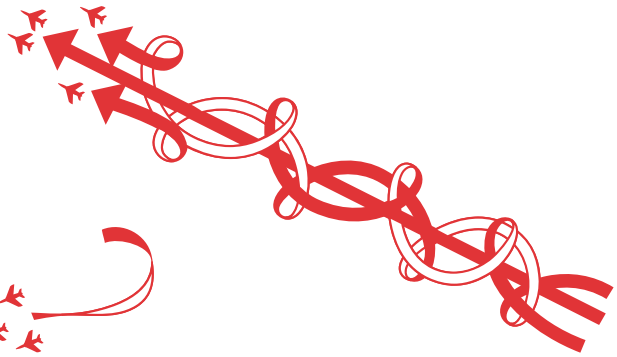
ROYAL AIR FORCE 2016 AEROBATIC DISPLAY

11 Heart and Spear

12 Double Rolls

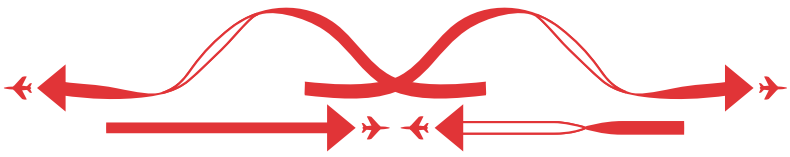


13 Goose

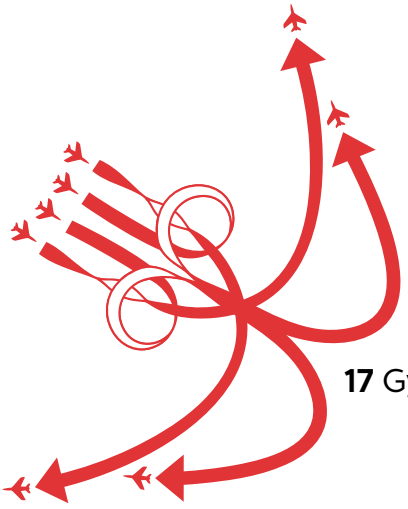


15 Corkscrew

14 Shuttle Roll

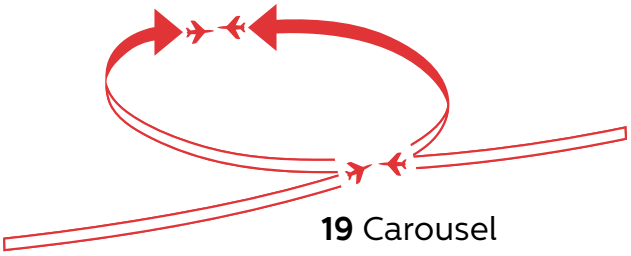


16 Gypo Pass

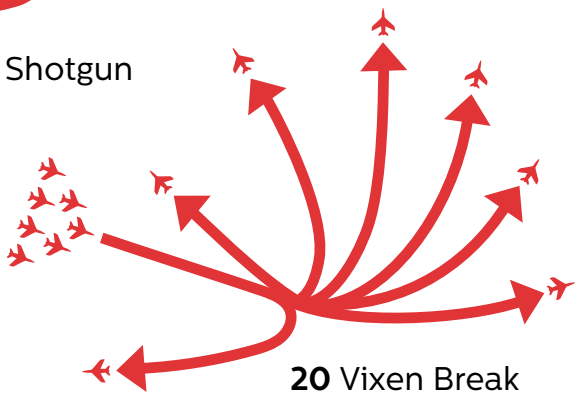


17 Gypo Break

18 Shotgun



19 Carousel



20 Vixen Break

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Near-on a million people must have seen the Red Arrows in the 40-odd years they have been visiting Lyme Regis.

BUT THAT relationship might well have ended this year had it not been for the generosity of a group of residents and local businesses.

The Red Arrows, the world's most famous aerobatic team, have appeared in Lyme since the early 1970s and have always given their services free of charge.

This has much to do with the fact that their death-defying displays have, with the exception of the first year, been part of Lyme Regis Lifeboat Week, as a thank-you to those who risk their life helping those in peril on the sea.

This year, however, the Red Arrows have been forced to charge for their services.

Organisers of the Lifeboat Week did not think they could commit their charitable funds to meet such a high fee (around £12,000) but in any case the timing of their annual summer jamboree clashed with the pilots mid-season break.

The 40-year relationship between Lyme and the Arrows has been saved by the generosity of a group of people, some of them from outside the town, who have been formed into the Lyme Regis Red Arrows 100 Club – each contributing £100 to help meet the cost of the fee. A prominent local business has also been generous in committing a significant sum towards the fee for 2016 and in future years.

The fundraising campaign was launched by the town's free newspaper, the ***View from Lyme Regis***, whose founder and managing director, Philip Evans, first brought the Red Arrows to Lyme in the early 1970s when he was secretary of the regatta and carnival committee (see page 6).

Said Mr Evans: "They say the Red Arrows love coming to Lyme Regis. Lyme Bay provides the perfect backdrop to the magnificent maneouvres performed by the Red Arrows' pilots with the town's public gardens providing the ideal spot to see the displays. There is no better place to see them.

"We are very grateful to those who have joined the Red Arrows 100 Club which has helped to fund the Red Arrows' fees. Local businesses, one in particular, have also been remarkably generous and have ensured that we will have enough funds next year also if we are fortunate enough to secure their services again."

Members of the Red Arrows 100 Club will watch the display after a champagne reception in a marquee on the seafront. Each member also receives a special 100 Club tie and silk scarf for the ladies.

Those who would like to join the club can do so by contacting Mr Evans on 07796 951991.

HIX

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